

Commercial Motor Vehicle Work Group Meeting  
April 6, 2006  
1 p.m. RBC Center, Raleigh

I. Welcome: Darrell Jernigan

Mr. Jernigan reminded the group that everyone should have submitted issues they consider important via e-mail. He pointed out that although everyone may have different opinions of what is most important, as a group we should try to remain open to everyone's ideas.

II. Introductions

Attending:

Darrell Jernigan Director, GHSP	Don Nail Assistant Director, GHSP	Cliff Braam NCDOT Traffic Engineering
Kevin Lacy NCDOT Traffic Engineering	Tammy C. Denning NCDOT Permit Unit	Tony Wyatt NCDOT Traffic Engineering
Fred Rosendahl NCDOT Traffic Engineering	J. Max Tate FHWA	J.C. Miller Roadway Express
Charlie Diehl NC Trucking Association	Danny Ingram Greensboro Police	Will Williamson NCDMV/DOT
Beth Horner GHSP	Rick Cates NC Trucking Association	Chris Hartley FMCSA
Charlie Carden NCSHP	Jerry Waddell Cargo Transportation, Inc.	Tandy Lowder West Atlantic Transportation
Sam Faucette Old Dominion Freight Line	Dr. Ron Hughes NCSU ITRE	Captain Nichols NCSHP
Catherine McLaurin GHSP		

III. Improving CMV Safety in North Carolina: The Need for an Integrated and Sustainable System-Level Approach

Presentation by Dr. Ron Hughes (presentation is attached)

IV. Discussion

A. Charlie Diehl thanked Dr. Hughes for his report and the information presented. Pointed out that N.C. is different from the national industry.

- i. American Trucking Association vs. N.C. Trucking Association: N.C. is not in concurrence with ATA on all issues. N.C. will not ask for weight expansion regulations, did push legislation to increase width requirement, did "in a way" push to increase length law. Pointed out that cabs today are different from cabs in the past in terms of size. N.C. is not interested in allowing triples.
- ii. Two different types of overweight vehicles: legally overweight and illegally overweight. Some pieces of equipment (ex: cranes) weigh

- too much and cannot be broken down. They have permits to allow carriers to breach weigh requirements.
- iii. NCTA asked for 65-mph speed limit for trucks years ago but negative reactions from legislators caused this issue not to be passed. ATA has considered building trucks that cannot go over 60 mph unless engine is altered.
- B. Jernigan asked Sam Faucette for his reaction to discussion so far.
    - i. Old Dominion spends a tremendous amount of money on safety. Then again, looking at raw numbers, 70% time crash is unavoidable on the fault of the driver. Other driver caused the crash. Old Dominion works on the 30% by conducting remedial training. Road tests, scenario training, license exams.
    - ii. Limit to amount of money companies can spend on driver training.
    - iii. Jernigan: need more public education targeted to other drivers.
  - C. Jernigan mentioned that he believes governing speed would be have most immediate noticeable impact before tackling other areas of CMV safety.
  - D. Rosendahl mentioned summary presented to Congress that says the percentage of fault in CMV crashes is closer to 44% on part of the driver.
  - E. Jernigan: regardless of who is at fault, it's still a problem.
  - F. Diehl: Old Dominion may have safer record than other companies. Does know that ATA had problems with study discussed by Rosendahl.
  - G. Lacy: we can measure this issue in many different ways but in order to have a comprehensive approach we can't fragment the issue. What should the fault percentage be? CMV represent 3% vehicles on highway; 5% miles traveled. This means 30% is a large overrepresentation. Every agency represented in CMV working group is somewhat responsible.
  - H. Cates: A lot of crashes took place around Statesville/ Charlotte in about 1997. Created group to tackle this issue and remembers that they decided to slow trucks down. Enforcement took concerted effort; trucks slowing down has ripple effect and cars slow down too.
    - i. Nichols: did media blitz, bilingual signs, CB wizards, FM radio tuner, every technique they could think of. Crashes actually stopped. D.A.s set private court for issue.
    - ii. Cates: got word out to the industry in N.C. and asked them to spread the word. Getting trucks to slow down really had an impact on crashes.
    - iii. Jernigan: we know that slowing cars and trucks down saves lives. The problem is that so many speeding tickets are pleaded down. Have a D.A who has agreed to serve- James Gaither. Thinks we also need a judge. Without the judicial input we won't have an impact.
  - I. Tandy Lowder: someone mentioned "safety is an attitude." This is something the general public, smaller and larger carriers need to be aware of.
  - J. Jerry Waddell: his company focuses on safety, technology and driver training. Company provides countless tools but if they don't use the tool, it has no impact. Echoed Lowder's "Safety is an attitude" statement. Mentioned it's

not just truck drivers. Need to use the word, “all.” Waddell greatly favors some sort of technology enforcement tool – following too close, for example.

- K. Jernigan: Is there a “black box” in truck that allows companies to check highest speed, etc? Waddell said yes and companies do use this to discipline drivers.
- L. Diehl: there are companies who focus on safety and those who do not. Companies who drive incidentally are part of the problem.
- M. Hartley: FMCSA has contract that teaches judicial community about CMV issues. Problem is that judges don’t want to take course. FMCSA started filming DVD today designed for small carrier going into business. USDOT will send this interactive video to those drivers. Shows vehicle inspection, what to do if stopped by FMC. Should be into production in May. Sixteen auditors have reported for duty. They will be trained and in the field by the third week of June. Because of the top ten status, FMCSA is going to attack this issue with a vengeance.
- N. Jernigan: Companies, FMCSA, public education facets are all doing their own thing but this needs to be brought together. Mentioned considering judicial issues.

#### V. Category Breakdown of Issues

- A. Jernigan explained that issues of importance had been separated into categories that could be broken into working groups. Education, Legislative/Judicial, Enforcement/Licensing and Engineering are the four groups.
- B. Lacy: Group needs to script talking points in the event that members are approached for comment from the media.
- C. Carden: TSI program should be considered. Likes the idea of having working groups. Thinks group members could come up with list of top 5 issues and working groups could form around those issues.
- D. Jernigan: Groups would come up with strategies to present to Group as a whole, and if approved, recommendations would be presented to Executive Committee for Highway Safety for proposed action.
- E. Diehl: Judicial outreach needs to get started quickly because district court judges meet in the summer. Offered helping to expedite this process.
- F. Dr. Hughes said working groups should approach choosing issues that are operable.
- G. Braam: this group is very large and areas of expertise overlap. Should let people volunteer to lead and be members of groups. This has worked well for other working groups.
- H. Wyatt: can bring in outside people to help with breakout groups.
- I. Jernigan asked group to send an e-mail to Beth Horner ([bhorner@dot.state.nc.us](mailto:bhorner@dot.state.nc.us)) indicating which group members want to be a part of by Friday, April 14.
- J. Rosendahl is working on finding a judge/retired judge to be a part of the judicial sub-group.
- K. Lacy volunteered Braam, Rosendahl and Lacy to work on all groups to some extent.

- L. Braam volunteered to work on all groups to keep expectations clear.
- M. Jernigan: contact information will be sent to all group members.

VI. Jernigan thanked all new members. Next meeting will be at the first part of June.